



ATSRAC MEETING

January 23, 2002

NTSB EXPECTATIONS
Relative Its Safety
Recommendation A-00-119



NTSB Expectations

- Safety Recommendations A-00-109 thru A-00-119 Issued December 20, 2001 re Learjet Model 35 Accident of October 25, 1999
- NTSB Says Probable Cause of Accident was “incapacitation of the flight crewmembers as a result of their failure to receive supplemental oxygen following a loss of cabin pressurization, for undetermined reasons”.
- Safety Recommendations A-00-109 thru –118 Were Written in Respect to this Probable Cause.



NTSB Expectations

- Because of the Accident Airplane Age, NTSB Offers Safety Recommendation A-00-119 Which Recommends that the Federal Aviation Administration:
“Ensure that all transport-category airplanes, regardless of whether they are operated under 14 Code of Federal Regulations Parts 91, 121, 125, or 135, are included in its review of aging transport aircraft systems and structures.”



NTSB Expectations- Justification for A-00-119

- **There was no evidence that aging systems or structures played a role in causing the depressurization that led to this accident.**
- **However, in light of the fact that the accident airplane was 23 years old at the time of the accident, it is possible that its aging structure and/or systems could have been a factor.**
- **The Safety Board is aware the FAA has several ongoing programs to address aging systems and structures in transport-category aircraft.**
- **However, it is not clear whether transport category airplanes that may not be operated under Part 121, such as the Learjet Model 35, are included in the scope of these programs.**
- **Because issues relating to aging systems and structures are likely to affect all transport-category airplanes, the Safety Board believes that the FAA should ensure that all transport-category airplanes, regardless of whether they are operated under 14 CFR Parts 91, 121, 125, or 135, are included in its review of aging transport aircraft systems and structures.**



NTSB Expectations- Justification for A-00-119

- Although NTSB Found No Reason to Include Business Aircraft in FAA's Ongoing Programs for Addressing Aging Systems and Structure, It Assumes That This Could be Important Because of Aircraft Age.
- Also Note that NTSB is not Clear Whether Business Aircraft Not Operated Under Part 121 Would be Included in the Scope of FAA's Programs.



NTSB Expectations and FAA-Industry Responsibility

- FAA and Industry Agree to Include Business Aircraft Under the ATSRAC Program
- FAA Presented its Plan on Oct 24-25, 2001
- Industry Will Present Its Plan Today
- Any Resulting Rules Should Conform to Title 49 USC, 44701 (a)(1), (d)(1) and (d)(2)
- Industry Will Assist FAA in Meeting Title 49 USC Requirements



NTSB Expectations and FAA Responsibility

- Title 49 USC, §44701(a)(1) is the assignment to the FA Administrator to promote safe flight by prescribing “minimum standards required in the interest of safety....”.
- §44701(d)(1)&(2) further directs the Administrator to consider the differences in regulations necessary to account for the “differences between air transportation and other air commerce....”, with air transportation (i.e. air carrier) regulations providing the “highest possible degree of safety in the public interest;”.



NTSB Expectations and Authority-Industry Responsibility

- To Date, ATSRAC Has Focused Exclusively on Regulations That Provide the “Highest Degree of Care” for “Air Transportation Airplanes”
- Regulatory Interpretative/Guidance Material for Business Aircraft May Need to Differ From That Applicable to “Air Transportation Airplanes”
- Business Aircraft Plan Must Also Deal With Potential Conflicts in the FAA-JAA Harmonization Process:
 - **JAA Treats Business Aircraft Differently:**
 - Differentiating Business Aircraft in JAR 25 is Low Priority
 - JAR OPS 1 Regards Business Aircraft the Same as Air Carriers
 - JAR Maintenance Requirements do not Recognize Certified Individuals